

Overlake Urban Center Concept Plan

July 31, 2006

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- Microsoft Corporation
- Puget Sound Energy
- Nintendo of America
- Silver Cloud Inn – Redmond
- Milt's Barbeque in Overlake
- Greater Redmond Chamber of Commerce

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INTRODUCTION

The Overlake Neighborhood Plan, created with input from the community and adopted in 1999, is intended to guide private development and public investments so that new projects fit the community's vision and accomplish public as well as private objectives.

It is now time to update the 1999 Plan for several reasons:

- Overlake is already changing, including the expansions of Microsoft and Nintendo, the relocation of Group Health's in-patient facility and a potential high capacity transit (HCT) alignment as part of Sound Transit Phase II.
- Overlake has been identified as an important area for new housing in order for Redmond to achieve its housing goals.
- An evaluation of the transportation facilities required to support a mixed-use development pattern and address emerging transportation issues in Overlake was identified as a priority action in Redmond's Transportation Master Plan (TMP).
- In accordance with the update of the City's Comprehensive Plan, the planning horizon for Overlake must be extended from 2022 to 2030.

This Concept Plan is a summary of a charrette held on May 5-6, 2006, and is intended to provide input to the update of the Overlake Neighborhood Plan, including transportation planning and analysis.

Other important planning efforts are underway in the region. Sound Transit (ST) is planning for a second phase of capital projects from the ST Long Range Plan. One of the major projects that ST is analyzing as part of their project list is bringing high capacity transit (HCT) in the form of either light rail transit or rail-convertible bus rapid transit to the Overlake Neighborhood. The City of Bellevue is undertaking a project to develop a long-term vision for the Bel-Red Corridor, including goals for high capacity transit, land use, community amenities, and other features. The City of Bellevue also has a planning effort underway for the Crossroads Center.

Process

The Concept Plan is largely the product of a two-day charrette hosted by the City of Redmond in May 2006, described in greater detail later in this report.

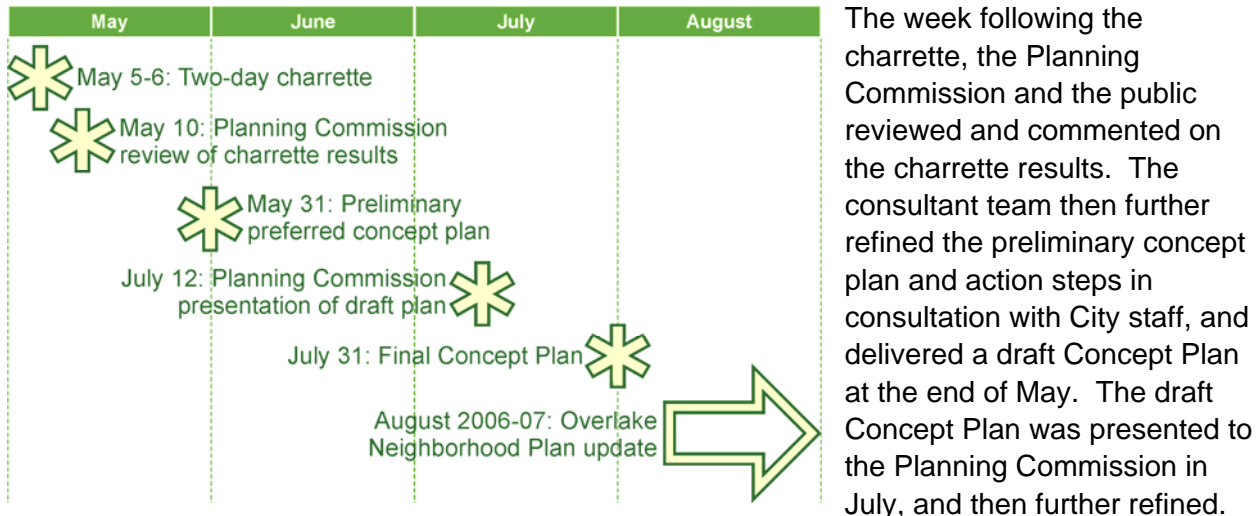


Figure 1. Overlake planning process.

The concept plan will provide input for the following aspects of the neighborhood plan update and other planning work underway in the area:

- Determining how planning, zoning and investments can help attract and retain the kind of development envisioned for the Overlake mixed-use core.
- Improving connections within the neighborhood, as well as between Overlake and nearby neighborhoods.
- Finalizing a preferred high capacity transit system alignment and station locations.
- Developing and evaluating alternatives for the amount and pace of development in Overlake through 2030.
- Determining what transportation and other improvements and funding strategies are needed to support development through 2030.

There will be a number of additional opportunities for citizens to participate during the next several months in preparation for Planning Commission consideration of proposed updates to the Overlake Neighborhood Plan in Spring 2007.

Study Area

The map on the following page shows the location of the Overlake Urban Center in the region. Figure 3 on page 5 illustrates the boundaries of the Overlake Urban Center. Because the Microsoft campus comprises most of the northern portion of the Overlake Urban Center, much of this Plan focuses on the mixed-use core, which is located in the southwest portion of the Overlake Urban Center and is illustrated in Figure 4 on page 6.

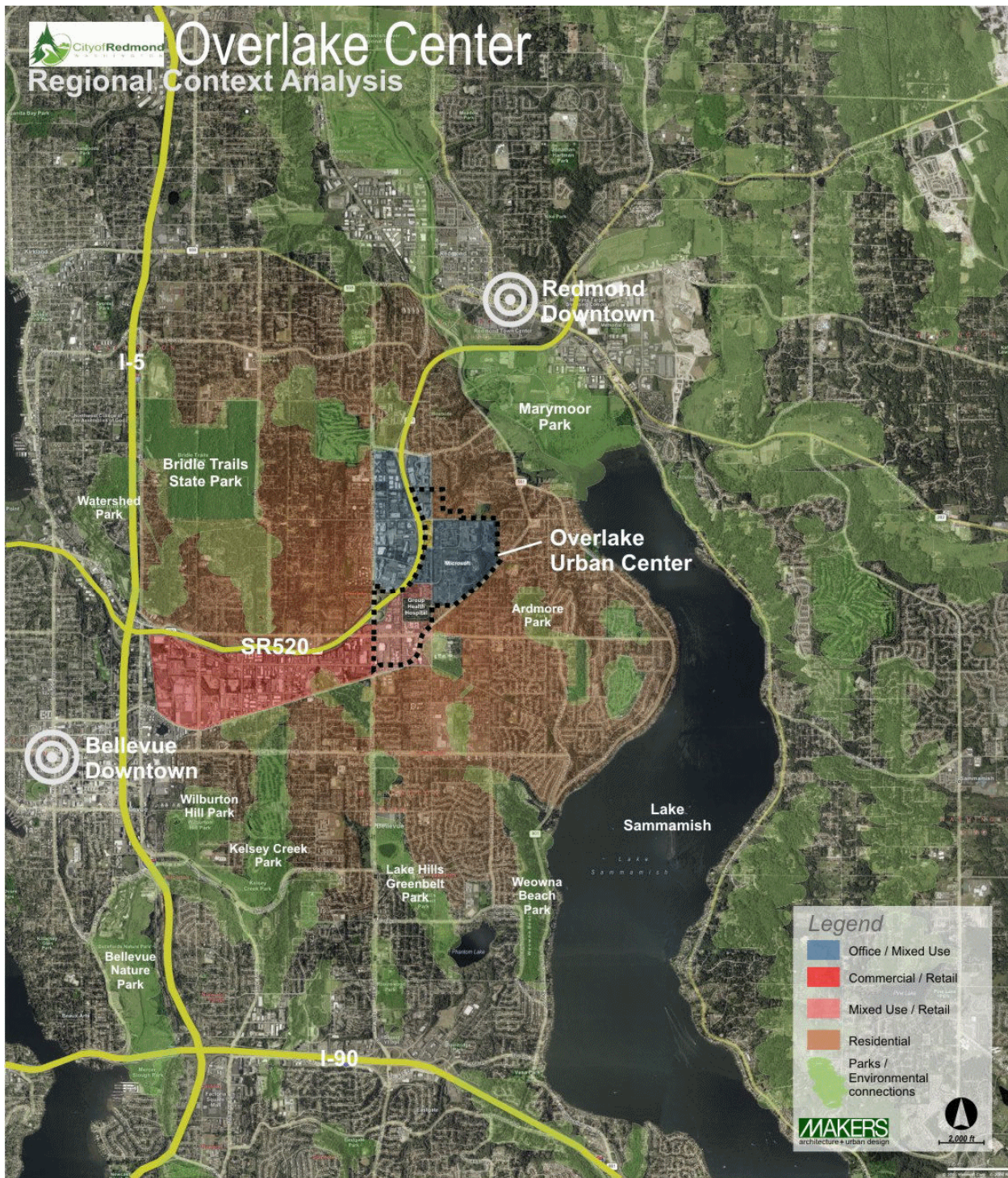


Figure 2. Overlake Urban Center within a Regional Context.



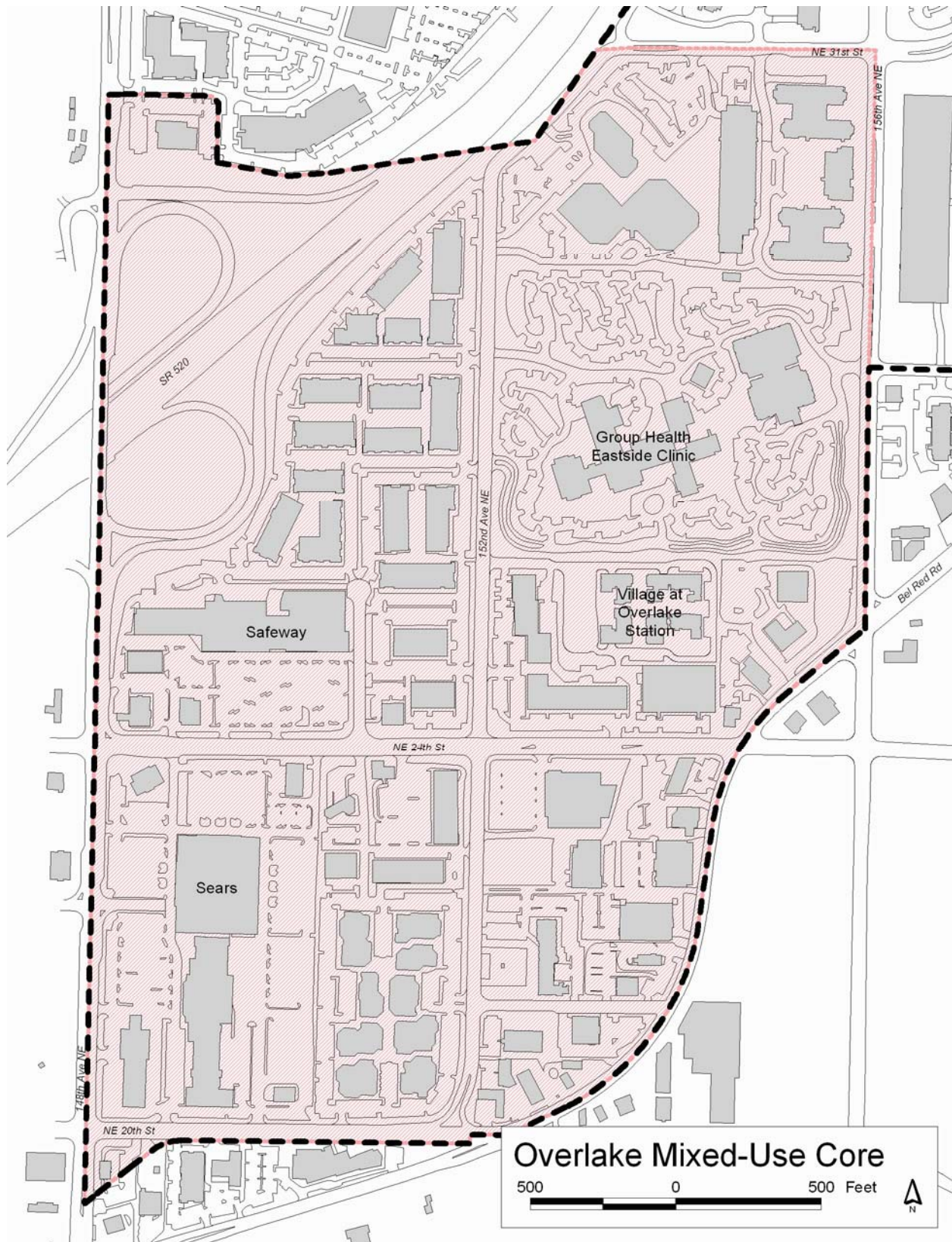


Figure 4. Overlake Mixed-Use Core.

BACKGROUND INFORMATION

The following section summarizes background information used in the development of this Concept Plan and by participants at the Overlake Design Charrette.

Overlake Center Vision

Redmond's vision for the Overlake Center, as expressed in the City's Comprehensive Plan (1999), is for not only a focus for high technology and other employment, but also an attractive location to live, shop and recreate. Redmond envisions this mixed-use area as a vibrant place with a mix and density of uses that provides an attractive and safe place to live close to shopping, restaurants, frequent transit service and other amenities and serves commercial needs for nearby areas. Visions for specific areas are described below.

■ Retail/Mixed-Use Areas

Increase diversity and activity by encouraging a range of multi-family development, pedestrian activity and alternative transportation modes. Evolve over time to be a vibrant gathering place for people, with a variety of stores and eateries that line the streets as part of mixed-use, multi-story developments.

■ Employment Areas

Continue as a major corporate, advanced technology, research and development, and compatible manufacturing hub for Redmond and the region, while maintaining a campus-like feel with significant trees.

■ Transportation

Improve mobility choices and connections, including convenient and frequent transit, pedestrian walkways and bikeways, and improved roadway conditions. Protect character of adjacent residential areas from traffic impacts.



Figure 5. Images that illustrate the Overlake Center Vision.



Figure 6. Existing commercial development.

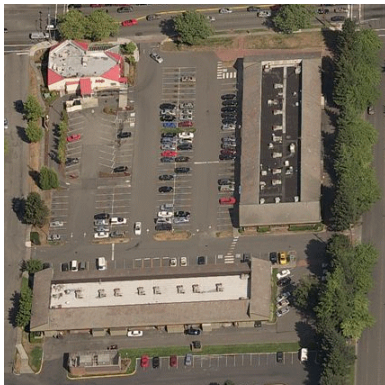


Figure 7. Example of low development intensity.

Existing Conditions

The following is a brief summary of existing conditions described at the Overlake Charrette (associated maps can be found in Appendix B). Charrette participants were also given a “Resource Booklet” containing existing conditions maps, including maps of the conditions described below. This Booklet is available from the City.

■ Land Uses

Much of the area is occupied by corporate campuses, including Microsoft. In the mixed-use core, there is a wide range of uses, including retail, business park, office and residential.

■ Character of Existing Commercial Development

Existing commercial development in the mixed-use core is similar to many other suburban locations: It is auto-oriented with non-descript architecture.

■ Development Intensity

Most of the mixed-use core has a low development intensity (a floor area ratio less than 0.3), generally characterized by one- or two-story buildings that occupy a small portion of their lot.

■ Zoning

The corporate areas are zoned Overlake Business and Advanced Technology. The mixed-use core is zoned Retail Commercial and the Group Health site is zoned Design District. In the mixed-use core, a wide range of uses is allowed, including retail, office and residential. Only the building envelope is regulated, and mixed-use and residential developments can build up to 6 stories.

■ Traffic and Collisions

148th Avenue NE carries most of the traffic in the mixed-use core. NE 24th Street and 156th Avenue NE also carry a substantial amount of traffic. Most collisions along 148th Avenue NE occurred at the intersection with NE 24th Street and the east-bound SR 520 on/off ramp.

■ Transit

The mixed-use core, particularly 148th Avenue NE, NE 24th Street, 152nd Avenue NE and NE 31st Street, are currently served by a number of regional and local transit routes.

Economic Overview

Just prior to the charrette, Community Attributes conducted a broad economic study of the Overlake Center that provides a high-altitude overview of economic conditions in the area. The report concluded that redevelopment opportunities in the Overlake mixed-use core are primarily for retail, residential and office uses. The retail market appears primed and ready today for upgrades and increased activity, both in the form of capital improvements to existing space, as well as expansions and new retail space. Additional office and a 24-hour population associated with new housing both would further support and encourage retail and other amenities, such as dining and entertainment. Overlake could potentially accommodate a higher-end commercial center with a mix of retail, services and possibly with a mix of uses such as office and/or residential.

However, there are three factors that redevelopment must take into account: 1) Most existing developments are performing well, with solid occupancies, steady rent rates and strong tenants; 2) Redevelopment costs at prime sites are high, including the costs of demolition/disposal, new construction and revenue loss associated with disruption to existing businesses; and, 3) There are not many public or private amenities in the area. Infill sites offer fewer development barriers. However, redevelopment of existing sites could be achieved through development at densities substantially higher than those that currently exist and by adding higher paying segments, such as housing and retail.

Residential Market Analysis

The 2005 Residential Market Analysis by NewHomeTrends addressed several issues, including the demographic characteristics of people who would live in the Overlake Urban Center, what types of housing and amenities they are looking for, and what the City can do to encourage this development. The study concluded that Overlake will attract Gen-Y buyers (those younger than 30 years old) who can't or won't pay the price to live in downtown Redmond. These buyers are looking for higher density development close to amenities that fit their lifestyle, including walkable neighborhoods, safety, social gathering spaces, local shopping, and transit. The study also found that Overlake could accommodate 950 additional higher density residential dwellings in the next 5 to 6 years, mainly in

the form of mid-rise condos and apartments, and loft units over mixed-use. Approximately 200 additional dwellings per year could be supported by the market over the next 25 years, reaching a total of approximately 5,800 dwellings by 2030. In order to fully achieve this market, a sense of place needs to be created in the Overlake Center.

Transportation Master Plan

Redmond's Transportation Master Plan (TMP), adopted in November 2005, takes a comprehensive look at the future of City-wide transportation choices. The TMP identified a number of planned transportation improvements, which are detailed on a map in the Resource Booklet. The TMP also identified Multimodal Corridors, which should be designed to pedestrian supportive standards; provide primary bicycle routes; offer a high level of transit service; provide connections to transit-oriented development; fulfill an automobile circulation need by providing a direct connection across town on a collector or arterial with posted speed limits less than 45 mph; and, be designed as "green streets" to promote character as a green city with a small town feel. A map highlighting the multimodal corridors in the Overlake area is available in the Resource Booklet.

Preliminary High Capacity Transit Alignment Analysis

Sound Transit has included a station in the vicinity of 152nd Avenue NE and NE 24th Street as part of a representative alignment under evaluation for Phase 2 (ST2) transit planning, and both Sound Transit's Long Range Plan and Redmond's Transportation Master Plan call for locating a station in the Overlake mixed-use core. The City of Redmond's Preliminary HCT Alignment Analysis analyzed station location alternatives for the Overlake portion of ST2 based on objectives previously identified through transportation and land use planning. Four alternatives were analyzed – three along 152nd Avenue NE and one on 148th Avenue NE. The 152nd Avenue NE alternative located just north of NE 24th Street scored the highest, with the most development potential and the most convenient intermodal connections, though each of the station options along 152nd Avenue met an initial test of viability.

Initial Overlake Outreach

City staff met with business and/or property owners, corporate representatives, developers and employees to discuss issues and opportunities in the Redmond Overlake area. Several concerns and comments stand out as most prominent:

Redmond is perceived as having a business climate that is less conducive to small businesses than Seattle's business climate. Overlake is often thought to be located in Bellevue, which connotes a more positive image than Redmond. Most businesses are growing and project that Microsoft's expansion will facilitate additional growth. Many participants commented that providing the services and amenities essential to an urban residential neighborhood, including parks and open space, attractions such as a book store and bakery, convenient transit service and sidewalks, and adequate schools, would be essential for the area to be more than a series of housing developments.

OVERLAKE DESIGN CHARRETTE

The City of Redmond conducted a two-day charrette on Friday, May 5th, and Saturday, May 6th, 2006, at the Silver Cloud Inn in Overlake. The purpose of the charrette was to ask the community to clarify elements of the existing Overlake vision, develop a preliminary preferred concept plan and identify preliminary action program steps. Close to 50 citizens, including people who live or work in the area, business or property managers, and other interested citizens participated. Sponsors included Microsoft Corp., Puget Sound Energy, Nintendo of America, Silver Cloud Inn, Milt's Barbeque in Overlake, and the Greater Redmond Chamber of Commerce.

Charrette participants engaged in a number of hands-on exercises. The purpose and results of each of these exercises are summarized below.

■ Visual Preference Survey

The Visual Preference Survey was designed to get the community's gut-level reaction to various types of development. Participants were shown a series of twenty-four pictures and were asked to rank each on a scale of 1 to 5 based on whether or not they liked the image and if they thought it would be an appropriate type of development in Overlake. The results of this exercise are briefly summarized below. A more complete summary, along with the twenty-four pictures used in the survey, is available in Appendix C.

Favorable development elements for most participants included the following:

- Medium-scale residential or office development
- Retail uses, including both small shops and large stores
- High quality materials and design
- Streets designed with a "Main Street" concept, including curb-side parking and retail uses
- A gateway feature
- Variety of parks and open spaces



Figure 8. Mayor Rosemarie Ives addresses participants Friday morning.



Figure 9. Visual preference survey participants.



Figure 10. Favorable development element.



Figure 11. Unfavorable development element.



Figure 12. Presentation of goals and issues map exercise.

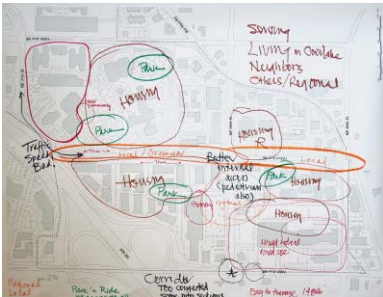


Figure 13. Goals and issues maps developed by two of the four groups.

Unfavorable development elements for most participants included the following:

- Parking lots in front of buildings
- Development that was either too dense or not dense enough
- An unprotected pedestrian environment

■ Goals and Issues Map Exercise

The goals and issues map exercise asked participants to identify what was currently working in the area and what could be improved. The exercise included discussion as well as drawing on a base map. The major points identified by all groups are listed below. A summary of two of the group discussions, as well as a large print of each group's map, is available in Appendix D.

- The entire mixed-use core can potentially be redeveloped.
- Intersection safety and the pedestrian environment need to be improved.
- The existing array of local, unique and diverse businesses should be maintained.
- The focal point of the mixed-use core is in the vicinity of the intersection of 152nd Avenue NE and NE 24th Street.
- The trees on the Group Health site should be protected.

■ Exploration of Elements

Participants were divided into three groups to focus on four specific elements, including image/character and parks/open space, land use/residential development, and transportation. Each group began with a brief presentation on the topic by one or more resource people. Participants then discussed a series of questions tailored to that element and marked their discussion on a map as appropriate. The major points identified by each group are summarized below. A complete summary of each group's discussion, as well as a large print of each group's map, is available in Appendix E.

Image/Character

- Many of the Overlake businesses are ethnically diverse, and this diversity should be marketed.
- A signature development is needed near the area's core, in the vicinity of the intersection of 152nd Avenue NE and NE 24th Street.
- The design of gateways, signage and streetscape features, such as banners and art, should be coordinated within the mixed-use core.
- Overlake's image should be consistent across jurisdictional boundaries.



Figure 14. Image/character and parks/open space map.

Parks/Open Space

- The area needs a connected system of green and open spaces, including a community gathering space.
- Existing trails should be connected.
- Streets in the mixed-use core should be "greened."
- An integrated stormwater treatment/natural amenity should be developed in the southwest sector of the mixed-use core.
- There is opportunity for a park on Group Health's site.



Figure 15. Presentation of exploration of elements exercise.

Land Use/Residential Development

- A wide range and mix of uses is appropriate in the mixed-use core, as well as focal areas in key locations.
- New development should include retail that serves the local neighborhood.
- The mixed-use core needs more public and private amenities, such as a community center, plazas and art.
- Housing needs to appeal to a range of ages and incomes.

Transportation

- The through-traffic capacity of the arterials should be maintained.
- Local transit service should be maintained and regional transit supported.
- A street network for pedestrians and local traffic should be added.
- Wide sidewalks and bikeways are needed.

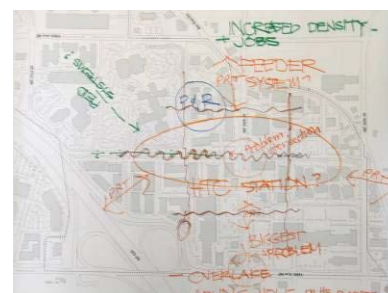


Figure 16. Transportation map.



Figure 17. Development experts.

■ Development Expert Forum

At the Development Expert Forum, participants had the opportunity to ask questions of three professionals in the development arena: Suzanne Britsch, Senior Analyst, New Home Trends; Chris Libby, Principal, GGLO Architects; and, Ron Sher, Principal, Metrovation. The major points discussed at the forum are listed below. The complete forum discussion, as well as each panelist's qualifications, is available in Appendix F.

- There is good demand for housing in the mixed-use core.
- It is important to create an image and sense of place that will distinguish Overlake from other locations.
- Redevelopment should take advantage of location and available infrastructure.
- Important design features include variety in building scale, identity and walkability.
- Strong connections to Downtown Redmond, Downtown Bellevue and the Crossroads Center are needed.
- Redmond needs to be clear about its goals for development.
- Transit will make this neighborhood happen.
- Collaborate on identity for the larger area across jurisdictional boundaries.



Figure 18. "Soft" group participants.

■ Concept Plan Map Exercise and Synthesis

On day two, participants divided into three groups to develop preliminary concept plans using pre-made land use templates and pictures representing various types of development. A summary of each group's preliminary concept plan is described below.

Following this exercise, a facilitator guided the entire group in a synthesis of the three group plans into one preliminary concept plan. The day ended with a discussion of potential city actions that could make the concept plan happen. Refined versions of the final preliminary concept plan and action steps are described in the next section of this report, titled "Concept Plan."

“Village Connection” Group

- Two focal points:
 - Park and mixed-use development on the Group Health site
 - Open space and retail on Sears site
- 152nd as spine: open spaces and mixed-use development, including ground floor retail, housing and offices
- HCT station at south end of 152nd with public spaces and retail
- Expanded local street grid



Figure 19. “Village Connection” concept map.

“HIP” (High-tech, International Place) Group

- 152nd as a central groovy spine that provides a major gathering place with an international character
- Multiple retail and civic/park space anchors
- System of open space connections
- Aerial HCT on new north/south corridor west of 152nd
- New street grid system
- Pedestrian and bike connections throughout, including connections to Microsoft



Figure 20. “HIP” concept map.

“Soft” Group

- Recognize unique opportunities in the northern portion of the mixed-use core and encourage master planning
 - Park, housing and trees on Group Health site
 - Improve 152nd and 31st
 - Mixed-use on Yett site
 - HCT station on 152nd just north of 24th
 - Pedestrian and bike connections throughout
- Continue to allow a wide range of uses in southwest portion with open space and new local street grid
- Residential and hotel uses in southeast portion with some smaller commercial uses
- Emphasize the area’s “soft” image with trees and open space



Figure 21. “Soft” concept map.

CONCEPT PLAN

The Overlake Concept Plan is based on a synthesis of the three alternative plans developed at the two-day charrette. Several main themes emerged from the three alternative concept plans. These are described and illustrated on the pages that follow. All themes are brought together in one graphic at the end of this section.

The charrette results as represented in this Concept Plan will provide a good starting point for the neighborhood planning update, which will involve exploring different redevelopment alternatives for the area. Transportation elements will be analyzed for their implications and the land use and design ideas will be refined and evaluated for their feasibility and relationship to City goals.

■ Create a sense of place

The Overlake neighborhood needs a unique image in order to identify the area as a cohesive neighborhood. One idea is to build on the area's unique high tech and international character. The image should be consistent across jurisdictional boundaries and should be reflected in coordinated gateway, signage and streetscape features. To forge this identity, a signature development, perhaps including a focal community center/gathering place, should be considered in the area's core in the vicinity of 152nd Avenue NE and NE 24th Street and perhaps as far north as the Group Health site.

■ Create a place where people want to live

The Overlake mixed-use core should include additional residential uses; however, the area needs amenities in order to make it a place where people want to live. This includes pedestrian-friendly streets, neighborhood-oriented retail and services, transportation options, and public and open spaces. Each of these elements is further described in other themes in this section.



Figure 22. The Overlake mixed-use core should include pedestrian-friendly streets, neighborhood-oriented retail, transportation options and public and open spaces.

■ Encourage a diverse mix of uses

The Overlake mixed-use core should include a diverse mix of land uses. Four sectors were identified where certain land uses would be appropriate. In the northwest sector, a mix of commercial and residential uses within a master-planned setting should be encouraged. In the northeast sector, a predominately residential or hotel development with park space is envisioned, with groves of existing trees conserved. (High-rise development may be appropriate in order to protect the existing trees. Additionally, in order to make the park space inviting and safe, some trees may need to be removed.) The southwest sector should continue to allow larger retail and regional businesses, while the southeast sector should emphasize housing and lodging in addition to smaller scale retail and commercial.

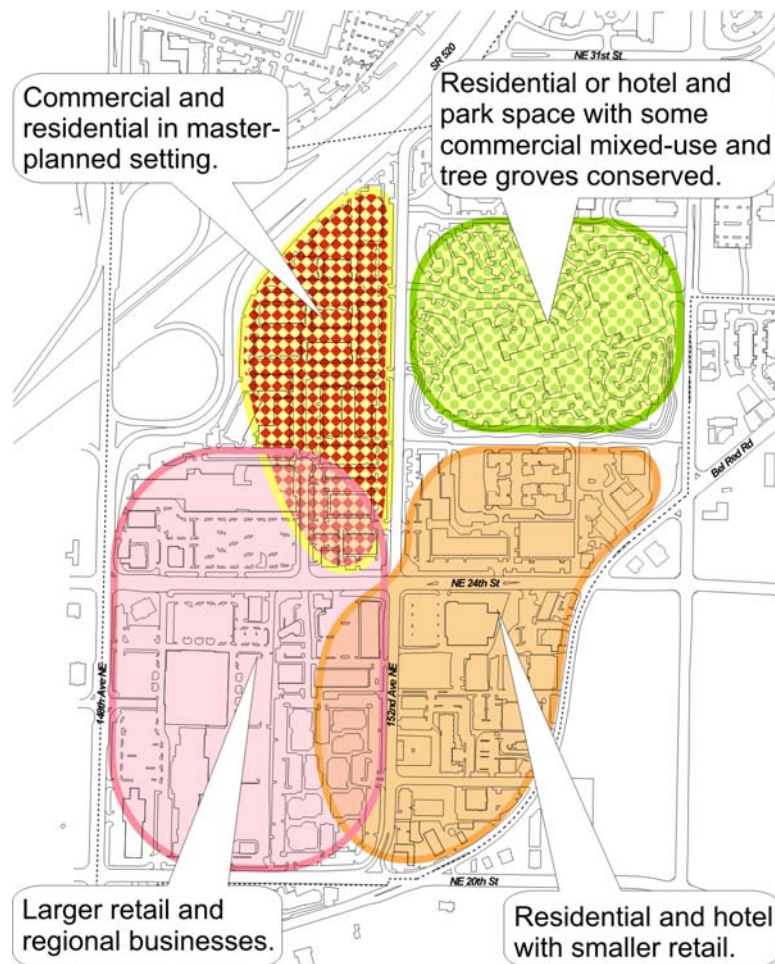


Figure 23. Encourage a diverse mix of uses.

■ Make 152nd Avenue NE a linear neighborhood core

152nd Avenue NE should function as a linear core for the Overlake neighborhood. It should be pedestrian-friendly, with on-street parking, landscaping and other pedestrian amenities. This streetscape should be extended north to connect to the corporate campuses. Ground floor retail should be encouraged along the street as much as is feasible. Additionally, the pedestrian crossing at NE 24th Street should be improved.



Figure 24. 152nd Avenue NE should be a pedestrian-friendly street.

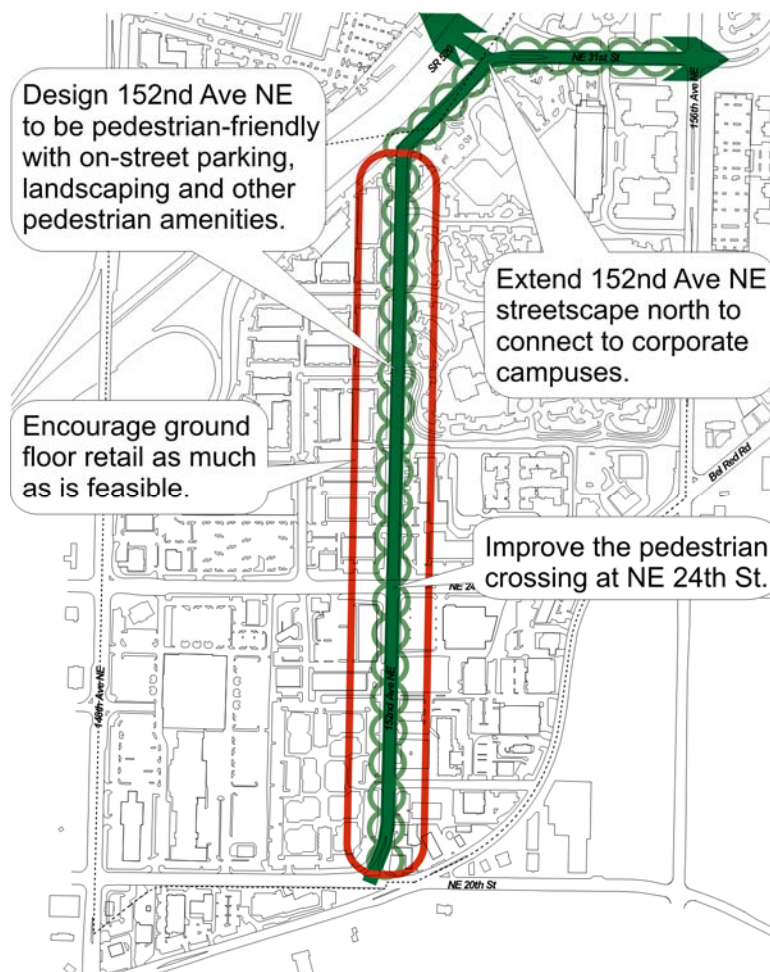


Figure 25. Make 152nd Avenue NE a linear neighborhood core.

■ Create a system of connected open spaces

Create a variety of green and open spaces throughout the mixed-use core connected by pedestrian-friendly landscaped streets and/or pedestrian pathways. Two locations were identified specifically for park/open space improvements: 1) Somewhere on the Group Health site, a public open space should be developed with adjacent active uses, such as retail and public facilities; and, 2) In the southwest sector in the Sears shopping area, open space should be included with new development, perhaps as part of the water treatment system. Additionally, existing trails in the area, such as the SR 520 trail and the Bel-Red Road trail, should be connected and public art should be incorporated throughout the area.

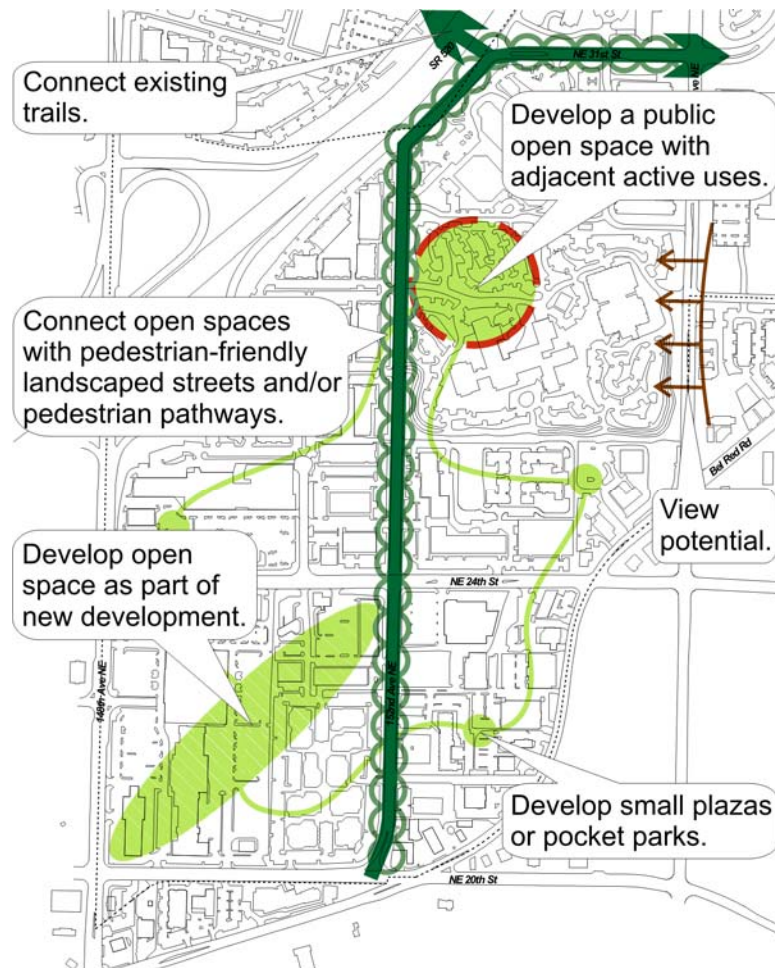


Figure 26. Create a system of connected open spaces.
(Note: Size and exact location of open spaces are not yet determined.)

■ Improve streetscapes

Make the entire mixed-use core more pedestrian-friendly and attractive by improving the streetscapes with landscaping, planting strips, wide sidewalks and other important pedestrian amenities. Coordinate with Bellevue to ensure the design of the streetscapes is consistent across jurisdictions.



Figure 27. Improve streetscapes.

■ Improve local access and the pedestrian environment with an expanded street grid

The existing street system in the mixed-use core is comprised almost entirely of arterial streets that serve a high volume of regional traffic. As such, there is a need in this area for a denser network of smaller local streets. An expanded street grid should be constructed in the southern portion of the mixed-use core to improve local circulation and access, as well as pedestrian circulation. New development in this area should be required to allow for construction of the new grid and should generally orient to the new streets. Consider the construction of a new east/west connector north of NE 24th Street, perhaps restricting it to HOV or transit-access only.

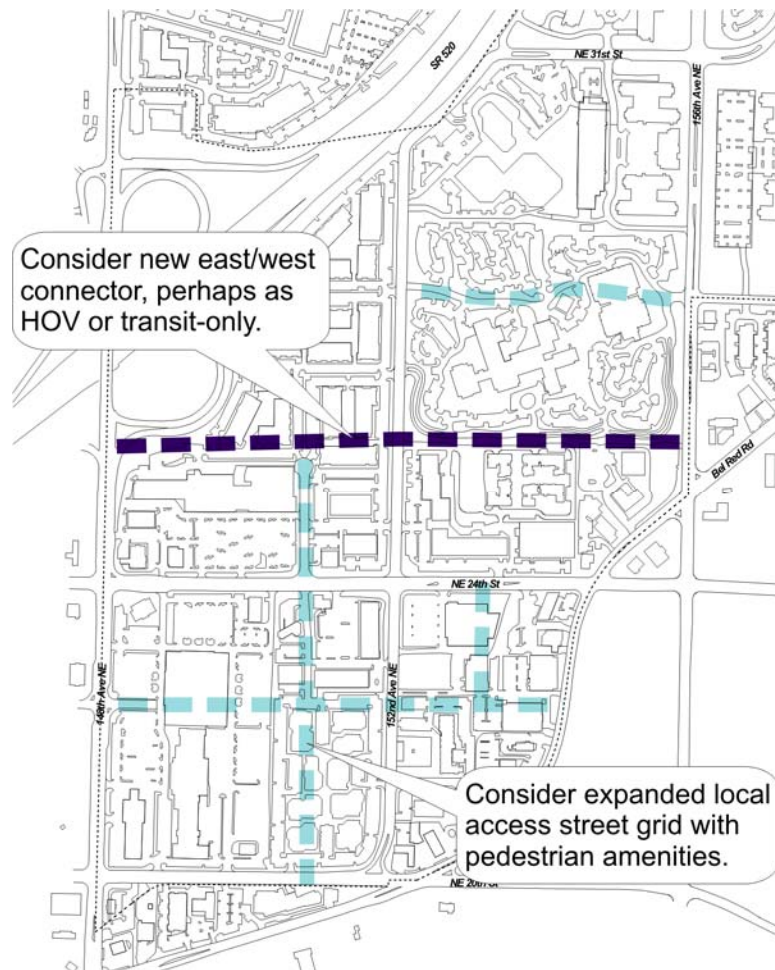


Figure 28. Improve local access and the pedestrian environment with an expanded street grid.

■ Accommodate regional through-traffic

In order to maintain or improve the current level of regional through-traffic, the safety and function of the area's arterials, as well as two key intersections – the Bel-Red Road/ NE 24th Street/156th Avenue NE “triangle” and the NE 24th Street/152nd Avenue NE intersection – should be improved. A traffic circle was identified as a possibility for the “triangle” intersection, while a grade-separated intersection was identified as a possibility at NE 24th Street/152nd Avenue NE. These options should be explored as part of the Overlake Neighborhood Plan update. Additionally, alternate routes for local traffic should reduce congestion on arterial streets. As these local routes are constructed, the number and frequency of driveways along arterials should be reduced to help arterial traffic flow smoothly. Coordination of these efforts with Bellevue will be needed, especially evaluation of potential improvements on the edges of the mixed-use core.

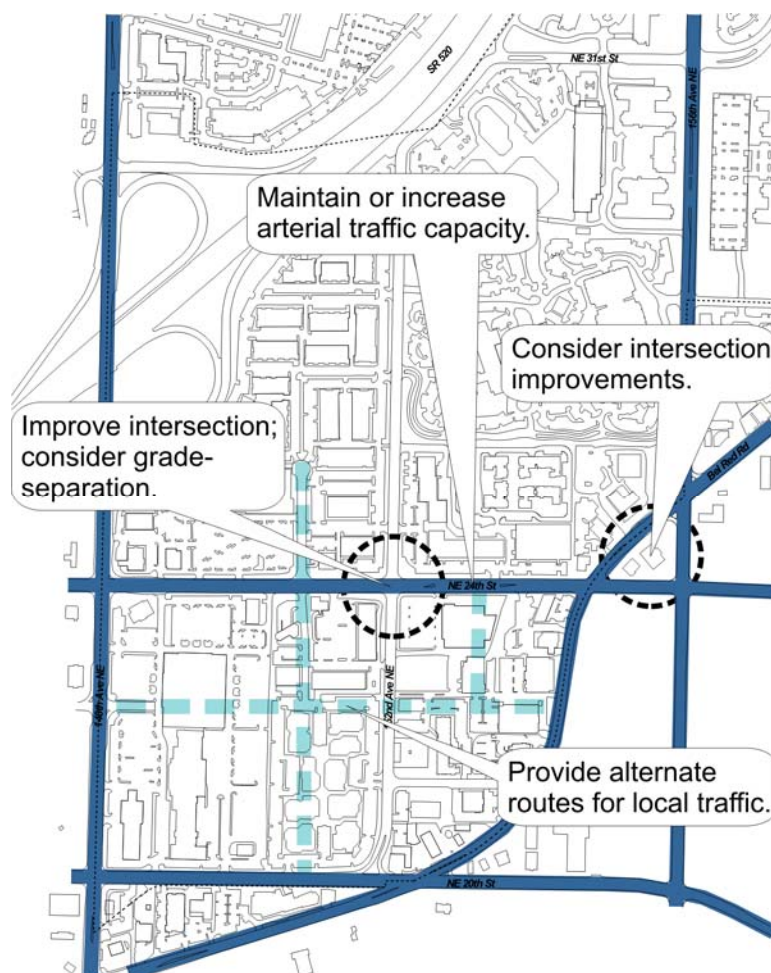


Figure 29. Accommodate regional through-traffic.

■ Support regional and local transit connections

The Overlake mixed-use core should be well-served by both local and regional transit. Two possible alignments – along 152nd Avenue NE and north/south just west of 152nd Avenue NE – and three general station locations – near SR 520, near NE 24th Street and near NE 20th Street – for a high-capacity transit (HCT) system were identified. An aerial HCT system was also proposed. The criteria below were identified for evaluating the location of a HCT station:

- Facilitate regional fast trip performance
- Provide good local access
- Coordinate various transit systems

Additionally, local and regional transit modes should be integrated and the frequency of transit service should be maintained or increased. The possibility of an east/west HOV or transit-only connection should be considered.

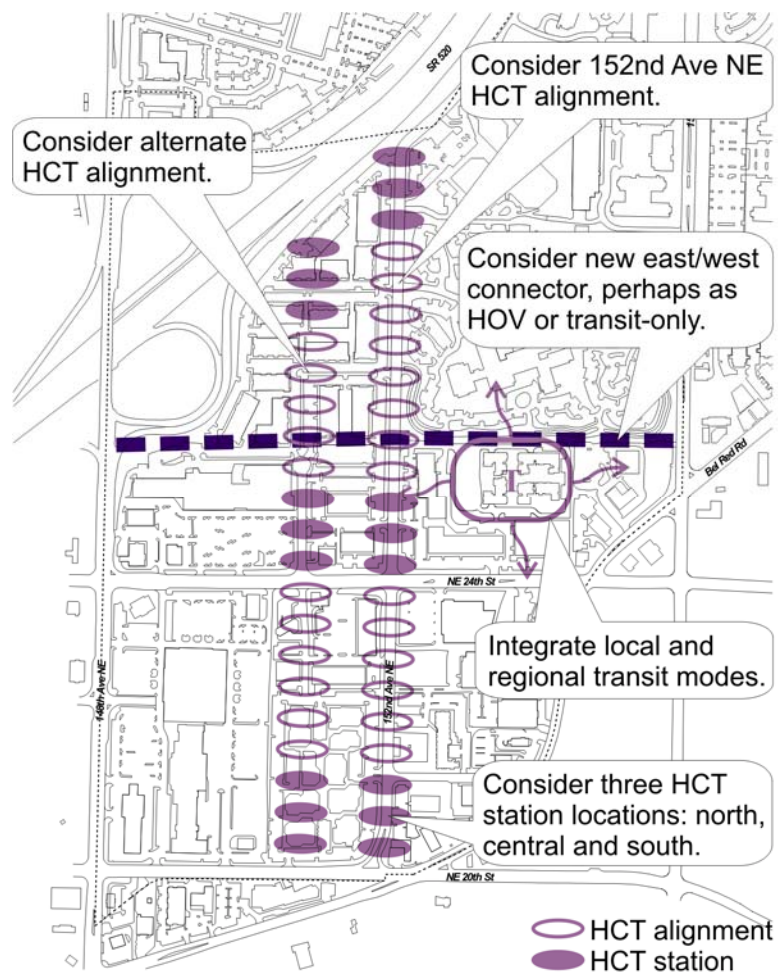


Figure 30. Support regional and local transit connections.

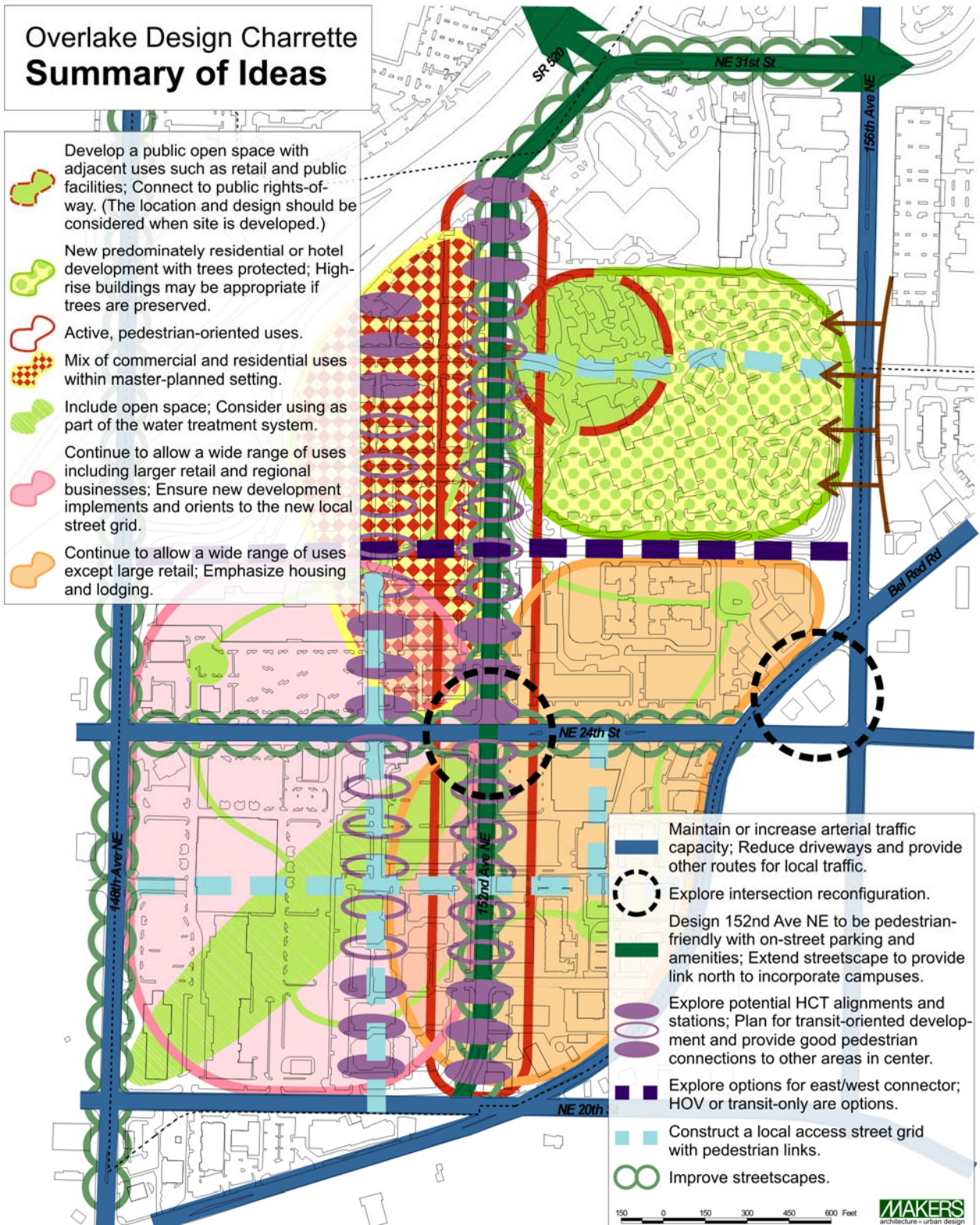


Figure 31. Summary of ideas.

Next Steps

The City of Redmond should take the following actions as follow up to the Overlake Design Charrette.

City of Redmond To-Do List

Near-Term

- ☐ Work with property owners in the mixed-use core to defer development until adoption of the Plan update in late 2007
- ☐ Begin collaboration with Bellevue on creating a cohesive image across jurisdictions

Overlake Neighborhood Plan Update

- ☐ Use concepts from the charrette to develop proposed updates to the plan, regulations for the Overlake Urban Center
- ☐ Consider revising regulations and incentives to require master-planning of the Group Health site to conserve trees and provide public open space with active uses
- ☐ Consider revising regulations and incentives to require master-planning of the Yett site to provide a mix of uses with good internal circulation and, if appropriate, transit-oriented development
- ☐ Consider establishing guidelines for development along 152nd Avenue NE to ensure that it includes pedestrian-oriented uses on the ground floor
- ☐ Consider requiring new development in the southern sector to allow for street grid construction and open space, and generally orient to the new local street grid
- ☐ Study and finalize preferred locations for HCT station and alignment
- ☐ Study potential east/west connector north of NE 24th Street
- ☐ Study potential Bel-Red Rd/NE 24th St/156th Ave NE intersection improvements
- ☐ Study potential expanded local street grid and select appropriate segments
- ☐ Evaluate and select potential intersection improvements, such as Bel-Red Rd/NE 24th St/156th Ave NE and 152nd Ave NE/NE 24th St

Potential Projects

- ☐ Consider upgrading pedestrian, bicycle and local access qualities of 152nd Avenue NE and NE 31st Street in coordination with the new SR 520 overpass
- ☐ Identify and complete important bike trail connections
- ☐ Consider improving the streetscape along NE 24th Street and 148th Avenue NE
- ☐ Consider acquisition of a portion of the Group Health site for a park with public facilities

The central portion of Overlake Center offers significant near-term potential. As the graphic at right illustrates, the northern portion of the Center is dominated by corporate campuses and the southern portion by established commercial activities. Additionally, the southern portion is immediately adjacent to Bellevue, so issues associated with creating a cohesive Overlake image across jurisdictions need to be addressed while moving forward with goals for redevelopment in that area. The central portion of Overlake Center presents a near-term redevelopment opportunity to link the northern and southern portions of the Center. The City should consider the following activities in the central portion:

- Facilitate pedestrian, bicycle and transit connections.
- Retain/enhance the area's "green" character.
- Emphasize development of residential and public facilities.
- Consider implications for transit.

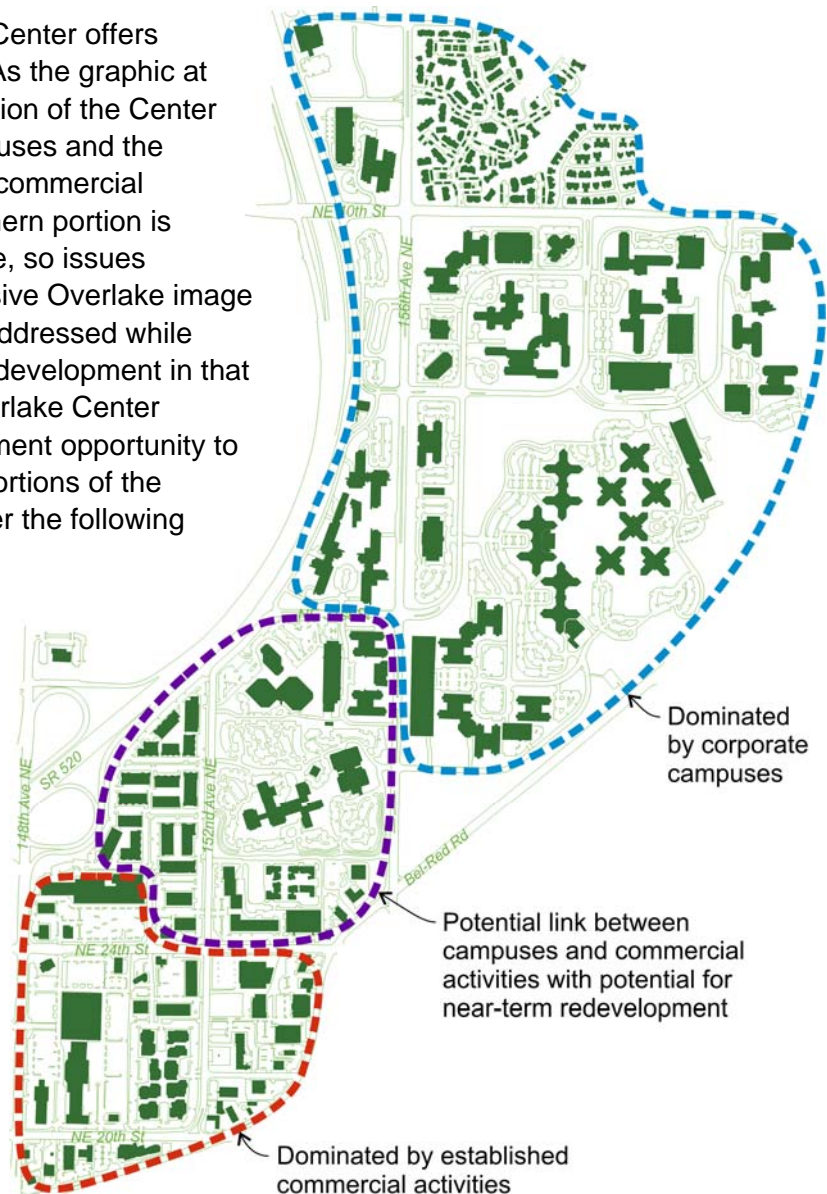


Figure 32. Near-term redevelopment opportunities.

Questions to be Addressed

The following questions and issues, resulting from the Overlake Charrette or identified by the Redmond Planning Commission, need to be addressed as part of the Overlake Neighborhood Plan update:

- From a neighborhood planning perspective, what is (are) the preferred type(s), alignment(s) and station location(s) for high capacity transit (HCT) and the role(s) of transit facilities in the Overlake mixed-use core?
- How do transit services and facilities evolve prior to HCT development to serve the community and encourage development that builds HCT ridership?
- Where and to what degree are residential development and hotels greater than 6 stories in height appropriate in the mixed-use core?
- What are the transportation needs of the area given the projected growth in population and jobs, and how they can be met?
- Will the constrained connections to the north limit the ability of 152nd Ave NE to serve as the community's focal core? If so, how can those constraints be overcome? What actions should be taken in order to create a pedestrian-oriented, mixed use main street? What is the preferred role of transit on 152nd Ave NE?
- Where are there opportunities for "true" mixed-use buildings (retail/office and residential in one building)?
- What is the estimated market demand for additional lodging in the area?
- What are the opportunities for additional services in the area, such as real estate firms, attorneys or catering services?
- How can the City prevent small businesses from being dislocated or "priced out of" the area when redevelopment occurs? Should and can the international businesses serve as an identity for the area?
- How will SR 520 improvements affect the area? What can the City do to influence SR 520 planning to support the vision for Overlake?
- How can affordable housing needs be met?

- How should parking be managed over time?
- Can we better connect the corporate campus area with the mixed use area to the south? If so, how?
- How can we improve pedestrian safety?